

THIRTY DOLLARS
PER ANNUM.

[illegible]

Today's Advertisements.

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS HALL, Zetland Street, TO-NIGHT, the 1st instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 1st March, 1900. [239]

NOTICE.

I HAVE This Day authorized Mr. HERBERT ALEXANDER LAMBERT to sign my FIRM per Procuration.

GEO. F. LAMBERT,
Hongkong, 1st March, 1900. [267b]

NIPPON YUSEN KAISHA.

NOTICE.

I HAVE This Day RESUMED CHARGE of the Company's Business at this Port.

A. S. MIHARA,
Manager.
Hongkong, 1st March, 1900. [267b]

NOTICE OF REMOVAL.

WE have This Day transferred our Offices from Nos. 51, 53 and 55, Queen's Road, Central, to 1 and 2, Des Voeux Road, New Praya Central, opposite the Praya entrance of Lee Yuen Street East.

MOUTSEY & BRUTTON,
Solicitors.
Hongkong, 1st March, 1900. [267b]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING Shareholders are requested to send in a Statement of Business contributed during the Half Year ended 31st December, 1899, on or before the 21st March on which date the Account will be CLOSED.

By Order of the Board of Directors,
THOS. L. ROSE,
Secretary.
Hongkong, 1st March, 1900. [267b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"HAILONG,"
Captain Bathurst, will be despatched for the above Ports, on SATURDAY, the 3rd instant, at 10 a.m.

For Freight or Passage, apply to
DOUGLAS LAURIE & Co.,
General Managers.
Hongkong, 1st March, 1900. [267b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
"HAITAN,"
Captain Rouch, will be despatched for the above Ports, on SUNDAY, the 4th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAURIE & Co.,
General Managers.
Hongkong, 1st March, 1900. [272b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW, CHEFOO & TIENTSIN.

THE Company's Steamship
"NANCHANG,"
Captain Finlayson, will be despatched as above on WEDNESDAY, the 7th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st March, 1900. [222b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"SARPEDON,"
Captain Orier, will be despatched on THURSDAY, the 8th instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st March, 1900. [115b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship
"CHANGSHA,"
Captain Moore, will be despatched on SATURDAY, the 10th instant, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

M/R.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st March, 1900. [111b]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "DORIC,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 8th instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,
Agent.
Hongkong, 1st March, 1900. [2]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "MONMOUTHSHIRE" FROM PORTLAND OR YOKOHAMA, KOBE AND MOI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 1st March, 1900. [4]

Today's Advertisements.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th instant, 1900, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1899, with the Report of the Directors, and to discuss any Matters that may be competently brought before the Meeting.

THE TRANSFER OF STOCKS of the Company will be CLOSED from the 13th to 27th instant, both days inclusive.

By Order of the Board,
C. MOONEY,
Secretary.
Hongkong, 1st March, 1900. [270b]

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Hongkong Hotel Company, Limited, will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th day of March, 1900, at 12.15 p.m.

1. To consider and if thought fit approve the draft New Regulations which will be submitted to the Meeting and in the event of the approval thereof with or without modifications or alterations.

2. To consider and if thought fit pass a Resolution to the effect "That the New Regulations already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof be and the sum are hereby approved and that such Regulations be and the sum are hereby adopted as the Regulations of the Company to the exclusion of all the existing Regulations thereof."

A copy of the proposed New Regulations may be seen at the Company's Office.

Should the above Resolution be passed by the required majority a will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

Dated the 1st day of March, 1900.

By Order of the Board,
C. MOONEY,
Secretary.
27th [b]

WAR DEPARTMENT AND ADMIRALTY.

CONTRACT FOR WORKS AND REPAIRS TO BUILDINGS.

TENDERS are required for the remainder of Contract and all necessary information may be obtained on Application at the ROYAL ENGINEER OFFICES, by letter, addressed to the COMMANDING ROYAL ENGINEER, or in person, between the hours of 10 A.M. and 1 P.M.

TENDERS are to be forwarded to the D.A.A.G. (C) ENGINEER OFFICES, Hongkong, not later than NOON, on WEDNESDAY the 14th March, 1900.

L. F. BROWN, Colonel,
C. R. E. in China.

R. E. Office,
Hongkong, 1st March, 1900. [273b]

WINE AND SPIRIT MERCHANTS.

PORTS.

(For Invalids and General Use.)

B.—VINTAGE, superior quality, Red Capsule..... \$14.40

C.—FINE OLD VINTAGE, superior quality, Black Seal Capsule..... 16.20

D.—VERY FINE OLD VINTAGE extra superior, Violet Capsule (Old Bottled) 20.40

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out.

These Wines are too favourably known to need comment.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 1, 1900.

NOTES AND COMMENTS.

THE NORTH BORNED TRADER.

We are pleased to see that Messrs. JARDINE, MATHESON & Co. have not altogether abandoned the North Borneo Shipping trade as is evidenced by the fact that their steamer the *Mansang* is advertised to sail for Sanchuan on the seventh instant. Failing the *Mansang* or some other British steamer on the run from Hongkong to North Borneo ports we have the anomaly of a British settlement dependent upon German shipping for its trade with a British Colony and we believe that the trade between North Borneo and Singapore is now almost entirely in German hands, thus making the State of North Borneo absolutely dependent upon German shipping for all communication with the outside world. This state of affairs is rendered all the more surprising when one takes into consideration the preponderance of British shipping the world over and it is going to see us thus ousted from the carrying trade to and from our own possessions. It is apt too, to lead to complications in the event of hostilities ever arising with one or the other of the European Powers as it would give Germany an excuse to lay claim to North Borneo on the ground of holding the whole of the trade, and in these days of keen competition between the Powers in the matter of colonial expansion such possible issues should not be lost sight of. It cannot be that the trade is unprofitable, for it is ridiculous to suppose that the *Blue Funnel Line* would have carried it on at a loss for years, as they did before their boats were taken over by the Germans. The lack of British ships to engage in the trade can only be ascribed to lack of energy on the part of British shipowners and we are very sorry to see it.

THE HONGKONG TELEGRAPH.

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The Reported Murder at Amoy.

TOKYO, February 19th.

A telegram to the Government from Amoy, dated the 17th inst., says—Two Japanese were injured by Chinese in a quarrel in a biotell last night. Nothing serious occurred, and everything is quiet.

Smoking-Prohibition Bill.

TOKYO, February 19th.

The House of Peers passed the Smoking Prohibition Bill (which makes it an offence for any one under 20 years of age to smoke cigars, cigarettes or pipes) though all its stages at one sitting.

WEATHER REPORT.

The Observatory report says—

On the 1st at 11.55 a.m. the barometer is rising over China, falling in W. Japan. A depression, which left the E. coast of China during the night, is now approaching W. Japan. Freshening monsoon in the Formosa Channel and N. part of the China Sea. FORECAST:—Fresh N.E. winds; some drizzling rain.

LOCAL AND GENERAL.

THE number of cases of bubonic plague at Bombay from January 16th to 29th inst., were 1,329; deaths 897.

LI PIEN-SHAN, the notorious ex-governor of Shanghai, and the new broom of the Empress Dowager, is expected to leave Tientsin for the South, via Shanghai very soon, says the *North China Daily News*.

MR. Mortimer Menpes, the artist, who some years ago visited Japan is leaving England immediately for South Africa, where he intends painting a series of pictures of incidents connected with the war.

THE order of the Rikugun Sun 5th class, has been conferred on Mr. Brindley, by the Emperor of Japan, in recognition of the service rendered by him in the capacity of Engineering Instructor at Akabana, Japan.

TO-DAY being St. David's day the men of the Royal Welch Fusiliers sported the national emblem, the leek, in their headgear. "Spring-omions" as we heard a lady irreverently dub them, were to be seen on every side; even the regimental dogs sporting one apiece.

THE Mayor of Worcester told Sir Lo Peng Ju, on his recent tour through England, that if ever the Emperor of China favoured them with a visit, he would receive a very hearty welcome, from the town of Worcester. The remark was received merely with common place cheers.

SEVENTEEN hundred umbrella-makers quitted work in Tokio a few days ago, and stubbornly refused to resume labour until their demand for an increase of wages was complied with. The price of umbrellas has of late risen steadily, owing to the growing demand for these articles in foreign parts. For this reason, the workmen claim, they should have a proportionate increase in their wages.

THE removal of a few shovelfuls of earth on the second day of the new year, letting the waters of the Chicago River into the great drainage canal begun over seven years ago, marked the practical completion of what *The Outlook* says is "the largest purely artificial canal in the world." Intended at first merely as a channel to carry off impurities, the idea and the work have grown until it is now predicted that it will some day be a great commercial waterway, connecting the busy ports of the lakes and the Mississippi, and making Chicago the country's commercial centre. Although it has cost one third as much as the Suez canal, it has been built by the municipal corporation.

THE end of the Duke of Teck was very sudden; before the news got abroad that he was seriously ill he sank and passed away. The fact was that he never recovered from the shock of the Duchess's death, and in an enfeebled state of health he fell an easy victim to paralysis. A devoted husband and father, he was distinguished rather by his love of home life, and his amiability, than for public services, although he did his duty to his adopted country by serving on the Staff in the Egyptian war of 1882, and he took his full share of the public social duties that press upon those who are in near relation to the Throne. As the father of the future Queen of these realms his name will always be honourably distinguished and affectionately remembered by the British people.—*P. M. Gazette*.

REPLYING recently to inquiries from the Industrial Commission, Mr. John Rockefeller said that "it is too late to argue about advantages of industrial combinations. They are a necessity, and if Americans are to have the privilege of extending their business in all the States of the Union and into foreign countries as well, they are a necessity on a large scale and require the agency of more than one corporation." Mr. Rockefeller makes these suggestions regarding legislation to control trusts—First, federal legislation, under which corporations may be created and regulated, if that be possible. Second, in lieu thereof, state legislation as nearly uniform as possible, encouraging combinations of persons and capital for the purpose of carrying on industries, but permitting state supervision, not of a character to hamper industries, but sufficient to prevent frauds upon the public.

CAPTAIN MORRISON, N.R.A., who has been in command of the *Lungshan* on the Canton-Wuchow, and lately on the Canton-Macao route, has been promoted to the command of the Steamboat Co.'s popular, Macao liner *Huangshan* vice Captain W. E. Clarke who is granted a well-earned leave of absence for a few months. The many friends of these deservedly popular skippers will be glad to hear this, for while Captain Clarke's services are thus recognised by his employers it is felt that in obtaining permission to rest after so many years continuous service with the Steamboat Company he is receiving only what his loyal devotion to the welfare of the Company merits, and that in placing Captain Morrison in command of the yacht-like *Huangshan* a better selection of a successor to the courteous and affable Clarke could not have been found.

MR. A. E. KIST, headmaster of Bunham National Schools, has hit upon a novel plan for assisting the War Fund.

He asked his scholars how many were willing to pay a fine of a half-penny instead of receiving corporal punishment for school offences. The reply was unanimous, and over sixpence was received for the War Fund the first day.

THERE has been another student's duel, says the *Japan Mail* of 20th ult. It was fought on Tuesday night near the Toyama rifle-range. Only two combatants were engaged, lads of the Waseda Semmon-gakko. It appears that they had become involved in a dispute about the rights and wrongs of the recent fracas between the Medical students and the Military students, and that they finally agreed to submit their difference to the arbitration, not of sticks or swords, but of brick-bats. One of the combatants, unable to leave the field of action, was arrested by the police, together with three comrades who were dressing his wounds. If the newspaper accounts of this affair are correct, the police behaved with singular ineptitude. The station where the news of an impending combat was first received, telephoned to the local headquarters, and the latter passed the message on to the Chief of Police, so that before any preventive steps were taken, the fight was over.

IN sending those twelve thousand boxes of butter to the British troops in South Africa, says the *Pail Mail*, the Danish farmers have given an evidence of something more than goodwill; they have demonstrated what is more widely known than spoken of—that the Scandinavian people, neighbours though they be of the parent stock of the Boers, are by no means in sympathy with them. The disavowal with which they regard the rebellion will not have been diminished by the arbitrary action of the Transvaal in commandeering Scandinavian settlers and pushing them to the forefront of the battle, though this prominence was no doubt the salvation of the Scandinavian contingent, for it permitted their falling alive into the more hospitable hands of the British. By our beloved Princess of Wales this timely expression of Danish sympathy has been received with gratified pleasure, coming as it does from her own people, and it will have an effect immeasurably beyond its intrinsic value, as an evidence of the continued friendship of this faithful ally of our Kingdom and the Throne.

A MEETING of the Legislative Council will be held on Monday, the 5th inst., at 3 p.m.

BUSINESS.

1. Financial Minutes. (Nos. 7 and 8).

2. Report of the Finance Committee. (No. 10.)

ORDERS OF THE DAY.

1. First reading of a Bill entitled An Ordinance for the Naturalization of Capitoline Joao Xavier.

2. First reading of a Bill entitled An Ordinance for the Naturalization of Foo Sik alias Foo Yik Pang.

3. Second reading of the Bill entitled An Ordinance to further amend the Post Office Ordinance, 1887.

4. Second reading of the Bill entitled An Ordinance for the Naturalization of Wan Kam Tsing, alias Wan Tsing Kai, alias Wan Ming Kap.

5. Second reading of the Bill entitled An Ordinance to further amend The Public Health Ordinance, 1887.

6. Second reading of the Bill entitled An Ordinance to authorize the imposition of fees for issue by the Government of Hongkong of certain certificates to certain Chinese.

7. Second reading of the Bill entitled An Ordinance for the establishment of a Hospital for infectious diseases in connection with the Tung Wah Hospital.

N.B.—A meeting of the Finance Committee will be held immediately after the Council.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

The thirty-first ordinary general meeting of the Hongkong Fire Insurance Co., Ltd., was held to-day at the offices of the General Managers, Messrs. Jardine, Matheson and Co. (Hon. J. J. Keswick presided).

The Chairman said—Gentlemen, with your permission we will take the Report and Accounts, which have been in your hands for some time, as read. Although the number of claims attaching to 1898 policies during 1899 was considerably in excess of previous years, you will doubtless feel gratified at the final outcome of the 1898 working, which enables us to recommend a dividend of \$27 per share, a bonus, and a further substantial addition to the Reserve Fund which will then amount to \$1,093,757.19. As regards the 1899 account, I have much pleasure in stating that so far we have every reason to feel satisfied with its progress. Our losses of this account are considerably less than the previous year, and although the net premium income shows a decrease owing to heavier reinsurance, and the non-receipt of December returns from one or two of our Agencies, the Balance carried forward is \$73,800, in excess of last year. Up to this date our losses paid and in course of settlement amount to \$60,477.17, as against \$96,966, last year, which you will doubtless consider most satisfactory, and I sincerely trust the year's risks will run off without more than an average of claims. We have received advice from Bangkok of a claim amounting to \$10,000 through the total destruction of a Rice Mill at that Port; this attaches to the present year's account, on which the losses are but little in excess of previous years. There does not appear to be anything further of interest that I can speak about, but I shall be pleased to answer any questions before proposing the adoption of the report and accounts. No questions being asked, the Chairman proposed the adoption of the report and accounts.

Mr. McConachie said—I am sure, gentlemen, we have all listened with pleasure and satisfaction to the speech just made by our Chairman, and our best thanks are due to the General Managers and the excellent report they have just submitted to us. The result of the 1898 account returns to shareholders the increased handsome dividend of \$27 per share, and at the same time adds \$2,441.19 to the Reserve Fund—a highly satisfactory result all round. The amount at credit of Working Account 1899 carried forward is \$334,340.50 against \$296,406.66 in 1898 which is also satisfactory, and if our losses do not exceed the average of past seasons we may, I hope, look forward to an equally good if not still better dividend this time next year. (Applause.) With these remarks, I beg to second the adoption of the report and accounts.

Carried.

Mr. Turner proposed the confirmation of the appointment of Messrs. F. Maitland and J. A. Mackay to the Consulting Committee, and the re-election of Messrs. Chater, Lewis, Raymond, Maitland and Mackay to the Consulting Committee.

Mr. Byramjee seconded.

On the motion of Mr. Tomlin, seconded by Mr. Jordan, Messrs. F. Henderson and W. H. Potts were re-elected auditors.

The Chairman—That appears to be all the business of the meeting, gentlemen. I am very much obliged to you for your

To say that the King case has created alarm among the Chinese is to put the situation in the mildest form possible, and it is to be hoped, for the sake of your friendly neighbour, that the fullest publicity will be given to the whole proceedings and a decision arrived at in full accord with the best traditions of civilised states—the first civilised state to get a footing on the mainland of China.

Such is all that can be gathered here of this sensational affair. In a day or two the case will be gone into fully, with doubtless much "food for reflection" will be forthcoming. All one can say at the present time is. Fiat justitia, ruat cælum.

PLAQUE AT KOBE.

The following report from Mr. J. C. Hall, H. B. M. Consul at Fukuoka, was laid on the table at this afternoon's meeting of the Sanitary Board:

Sir,—With reference to your dispatch of the 24th ultimo, I have the honour to inform you that of the five cases of plague mentioned in my letter of January 4th, one was subsequently discovered not to be plague, of the other four cases, all proved fatal.

The total number of cases at this port from the commencement is given as twenty-three, of which nineteen proved fatal. In Osaka the total number of cases reached forty-four, of which all but two were fatal. The last case there occurred on January 14th.

I have, etc.

J. C. HALL.

J. H. Stewart Lockhart, Esq.

RAT CATCHING.

SUGGESTIONS FROM THE COLONIAL SECRETARY OF STATE.

DOWNING STREET, 30th December.

Sir,—I have the honour to inform you that the recent occurrence of a severe outbreak of bubonic plague in Mauritius and the great mortality attendant thereon, have caused me to give most careful consideration to the question of the best measures for preventing the continued spread of this dangerous disease. (2) I am advised that the chief agent in spreading the plague is the rat, and this advice is strongly confirmed by the experience of the authorities engaged in stamping out the epidemic in Mauritius. I would specially invite your attention to the remarks by Dr. Manson in the pamphlet issued by the London School of Tropical Medicine, a copy of which is enclosed for your information.

(3) Although measures for the destruction of rats in sea-ports or other places likely to be infected are of great utility, even after a plague has been established, I wish especially to urge upon you the desirability of taking such measures as soon as possible in anticipation of the occurrence of any cases of bubonic plague. I am advised that the practical extermination of the rats in any town would probably make it quite impossible for the disease to establish itself there.

(4) No doubt many methods of effecting this object will occur to you, such as the employment of rat catchers paid partly by results, distribution of rat poison, the importation of the mongoose or other rat-killing animals, etc. A novel and very important method has, however, been suggested by Dr. Manson, medical adviser to this office, and I would suggest an early trial where practicable. This method is to close all outlets from the sewers and to fill them with poisonous gas, after which flushing them thoroughly to remove the dead rats.

(5) I shall be glad to learn what action you may be disposed to take in consequence of this dispatch and to receive any suggestion you may think useful.

(Sd.) J. CHAMBERLAIN.

COMMENTS BY THE SANITARY BOARD.

The following together with the above dispatch were laid on the table at the meeting of the Sanitary Board this afternoon.

"Any rats existing in drains in this Colony I should say would be found in the storm drains (which still convey the effluent of the City sewage) for the reason that they can find exits and entrances through the gullies, the drains are of large area and the rats can run along the rough flat invert without having to swim. They also can get in and out of the very many untrapped storm drain tributaries. In these large storm drains, varying from 2 feet square to 8 feet 4 feet, and larger, it would be exceedingly difficult, if not impracticable, to generate and confine a sufficiency of poisonous gas, more particularly as the rats and gas would be able to escape from the foot unknown entrances and at holes; the gullies could of course be blocked. With regard to the (sewerage of glazed pipes) all the tributaries and entrances being trapped, I don't see where the rats get their entrances? Owing to the average grade of the sewers being very steep and the flow of good velocity I think it unlikely that rats will be generally found in them, but very probably in the storm drains. However, before stating the use of gas in the drains to be impracticable I think it should be "proved" one way or another, although I personally consider it impracticable. The habitation of rats in the storm drains is a matter very important reason why all that can be done should be done" to entirely divert sewage from storm drains."

(Sd.) R. K. DRURY.

26th February 1900.

Dr Clark intimated:—
"Last year the Board employed coolies who caught about 1000 rats."
"This year the Board decided to offer a reward of 20s. for every rat taken in an Inspector of Nuisances and we are collecting and destroying about 300 rats a week."

THE SOUTH AFRICAN WAR FUND.

Apparently, having subscribed liberally to the above fund the public of Hongkong don't care the proverbial two-pence what becomes of their money so long as it gets into the hands of the widows and orphans by some means or other. At all events nobody took the trouble to go to the Council Chamber to-day at noon in response to the invitation of His Excellency the Governor to consider the disposal of the balance of the fund now in the hands of the Honorary Treasurer, Sir Thomas Jackson. The only persons present were: H. E. Governor, Sir Thomas Jackson, Viscount Sturdee and the representatives of the three local papers, so His Excellency was obliged to send for the Government Officials, who were in their offices at the time. Luckily, after His Excellency had explained the objects of the meeting, His Lordship the Bishop made his appearance and so was able to move the following resolution, as the only representative of the public present, the three newspaper men of course, excepted. "That the expenditure of the South African War Fund now in the hands of the Honorary Treasurer be committed to the Lord Mayor of London, shall be placed at the discretion of the Lord Mayor."

His Excellency had explained that the Soldiers and Sailors Families Fund had already received ample contributions, and therefore on the motion being seconded by the Hon. R. D. Omsby it was carried unanimously.

THE SMALL FEET OF CHINESE LADIES.

BY A CHINESEMAN.

The practice of compressing the feet of females in China in order to make them look small and delicate, from a Chinese point of view, is not only an inconvenient but a cruel one.

It is said that during the Chou dynasty about B.C. 900, a certain Woo-li-ching transformed herself to a very beautiful woman. She was walking to and fro in the King's garden when His Majesty saw her. He brought her to the Palace and made her the mistress of his son.

Fearing that her origin might be discovered—as it is said a Woo-li-ching though capable of transforming all the other parts of the body to the same shape as those of mankind, cannot do so with regard to the feet, which remain of their original shape, and hairy—she had her feet bound up with cloth and invented a small shoe, which has since become the fashion of Celestial people.

Others are of opinion that the wives, for a Chinese gentleman has usually more than one wife, revolted against their husbands and threatened to do them some harm; the Chinese proverb says that nine women out of ten are jealous. The husband ran up to the King's palace for protection, but must singular to relate. His Majesty himself was attacked by the Royal ladies.

The thing grew to such a crisis that a general female revolt was threatened and the King was obliged to issue a proclamation prohibiting people from marrying more than one wife. Secretly he held a Council with his ministers and invited the leading citizens. The result of this meeting was that the feet of the young girls were ordered to be compressed, in order to deprive them of the free power of walking and make them of subject to the authority of their lords, the husbands.

Others are of opinion that an intelligent and cunning gentleman had so many concubines that he feared the results of allowing free communication to his wives and daughters, and forewore the evil consequences of their visiting or being visited by their female friends without restraint, for a person in society comes in contact with both good and bad company, which either improves or spoils the morals of the person in question. He therefore invented the system of compressing female feet in order to check the evil he foresaw.

There is no certain age at which the operation is commenced, but in families of easy circumstances the bandages are put on as soon as the child is well able to walk.

The following extract is taken from the Reverend Dr. Williams' "Middle Kingdom" respecting the operation in which a "foot is subjected."

"The foot belonged to a person in low life; it was 5 inches long, which is full eight times over the most fashionable size. The big toe was bent upward and backward on the foot, and the second twisted under it and across, so that the extremity reached the inner edge of the foot. The third toe somewhat overlapped the second, but lying less obliquely, and reaching to the first joint of the great toe. The ball of the great toe, much flattened, separated these two from the fourth and fifth toes. The fourth toe stretched obliquely inwards under the foot, but less so than the little toe, which passed under and nearly across the foot and had been bound down so strongly as to lend the tarsal bone. The dorsum of the foot was much curved, and a deep fissure crossed the sole and separated the heel and little toe, as if the two ends of the foot had been forced together; this was filled for three inches with a very condensed cellular tissue; the instep was 3½ inches high. The heel bone, which naturally forms a considerable angle with the ankle, was in a direct line with the leg-bones; and the heel itself was large and flat, covered with a peculiarly dense integument, and forming, with the end of the metatarsal bone of the great toe, and the two smallest toes bent under the sole, the three points of action in walking. When the operation is begun, the foot and the bones are more flexible, but the toes are bent under the foot, and only the big toe laid upon the top. The development of the muscles of the calf being checked, the leg tapers from the knee downwards, though there is no particular weakness in the limb. The appearance of the deformed member when uncovered is shocking, crushed out of all proportion and beauty, and covered with a wrinkled and lifeless skin like that of a washerwoman's hand daily immersed in soap-suds. It is somewhat remarkable how the circulation is kept up in the member without any pain or wasting away; for one would think that if any nutriment conveyed to it, there would be a disposition to grow until maturity was attained, and consequently constant pain ensue; or else that it would be destroyed or mortified for want of nourishment."

"The gait of these victims of fashion is like that exhibited when walking on the heels; and women walking alone swing their arms and step quick to prevent themselves falling. When it is practicable elderly women avail themselves of an umbrella, or lean upon the shoulder of a lad or maid for support, which is literally making a walking-stick of them. The pain is said to be severe for about six weeks at first, and a recurrence now and then is felt in the sole; but the evident freedom from distress exhibited in the little girls who are seen walking or playing in the streets, proves that the amount of suffering, and injurious effects upon life and health resulting from this strange fashion, are perhaps not so great as has been imagined. The case is different when the girl is not victimized until nearly grown. The toes are then bent under, and the foot forced into the smallest compass; the agony arising from the constrained muscles and excruciated flesh is dreadful, while too the shape of the member is a burlesque upon the beautiful littleness so much desired."

The pain caused by such an operation is awful and this is common saying amongst Chinese that a girl is as much afraid to have her feet bound up as a boy to go to school."

For the first week the pain is so excessive that the girl is unable to leave her bed, and has to be carried in and out either to eat or to obey the calls of nature. For the first few days she is unable to eat and looks more dead than alive. Sometimes the poor creature feels so much pain that she unbids her feet, upon which she is severely scolded by her mother, who reproachfully asks her daughter, "would you like to be a man's wife or a concubine?" The Chinese who have settled in Hongkong and elsewhere, are not so much given to this operation, and are long to be entirely stopped, as most of the well-to-do people marry a natural footed woman, especially those who have received a western education.

A most extraordinary case came to my notice a few years ago. A Eukienese man, who was single, fell in love with a virgin singing girl in a brothel, and consequently redeemed her. It is believed by Chinese, even by the learned men, that a fox after having lived a certain number of years, is endowed with the power of transfiguration. A fox changing to a woman, and a woman changing to a fox, is a story to be found in the Northern mountains, and to have come down and lived with mankind after changing their form and dress to that of foxes, good and evil according to their natural disposition.

her. He took her into a family house and married her as his wife.

He was a trader, and after some time he received a letter from his mother asking him to come home. He communicated this to his wife, who was greatly distressed, and after a long discussion she agreed to accompany him home.

He was glad, but reminded her that in his country a woman having natural feet is treated by parents and other relatives as a servant girl and quite differently from a daughter-in-law; if she were to have her feet compressed, he said, in that case she would receive the reception of a daughter-in-law from his mother and other relatives.

The foolish woman, fearing the treatment of a servant and the hard work that she would have to do, volunteered to go through this odd operation.

She was then, as far as my recollection goes, about twenty years of age, and the pain caused by the compression made her sick and she used to cry out day and night. She could eat nothing for two weeks, except soup and congee, which had to be given to her by servants, and she had to be carried in and out of her room.

She patiently bore all this and after a few months I saw her leaving her native country for her husband's, and I doubt not that she is well and happy there.

When she was going through the process she was sick, and when she got well she was lean and feeble, but after a few months, that is when she was going away, she was enjoying her former health and strength.

Such are the curious customs of the Chinese. One is inclined to laugh at the simplicity of a woman to volunteer herself to undergo such a cruel practice, while on the other hand it must be admitted that the love and faithfulness on the part of the woman towards her husband, whom she could have forsaken if she had chosen, excite admiration for her virtue.

WILLIAM NG KWAI-SHANG.

CANTON NOTES.

DISTURBANCE CAUSED BY "HUNG SHU."

Admiral Ho Lin Chung, of Canton, sometime ago, instructed the villages of his ancestral village to erect a temple for their ancestors in the "Hung Shu" temple. When the building was finished, the people named Tai and Wong from a neighbouring village said that it interfered with the "Fung Shui" of their village.

On the 10th instant, while the Hsuehs were having a feast in the new temple, a party of about 100 armed men from the dissatisfied village made an attack on the feasters, after first surrounding the building. Very soon enjoyment was turned into strife and the newly decorated walls were soon disfigured with blood. Many of the feasters were killed, both men and women, besides some being mutilated by having their ears and noses cut off and their eyes gouged out. A soldier, named Ho Wai Kau, who was a guest at the feast was strong enough to force a passage through the mob and escaped from the building. He was, however, seen by his enemies, chased and fired upon. After running some distance his strength gave way from loss of blood and he fell down exhausted. His pursuers when they came up struck him with their swords and, thinking he was dead, threw him into a pond. A female relative saw the attempted murder and after the men had gone away came and dragged the man out of the water. He was not yet dead and told his relation to report the matter to his father and brother and ask them to bring the matter before the magistrates. He also gave instructions that their property should be sold and the money to be devoted to getting revenge. The woman did as she was bid and then returned to the spot where she had left the wounded man, he had, however, vanished, leaving only blood stains on the ground. Some time afterwards several women went to the village Council to request the elders to send a petition to the magistrate, but the mandarin happened to be absent and so no steps have yet been taken.

PRECAUTIONS AGAINST ROBBERIES.

Notices were found posted on nearly all the walls, both within and without the City of Canton, on the 27th instant, by order of the Military Officer Li Fat of the Kwong Hip Regiment, stating that owing to the enormous number of armed robberies in Canton, the public, and soldiers not in uniform are strictly forbidden to carry arms. If found so doing the person will be arrested and recognised as a robber and the man who arrests him will receive the sum of \$50 as a reward.

SHANGHAI NOTES.

We call the following items of news from the Shanghai Daily Press of 26th ultimo:—

FOOTBALL.

A football match, Association Rules, played on Saturday afternoon between teams from the Shanghai Football Club and H.M.S. Bonaventure resulted in a win by the home team by three goals to nil.

IMPROVEMENT.

The Council is improving the river frontage of West Hongkew as fast as possible, the latest innovation being the installation of seven acetylene gas lights on the North Soochow Road above the Chekiang Road Bridge. These were lighted for the first time last week and give a very good light.

Labourers were engaged during the latter part of last week marking out the extension of North Chekiang Road from beyond the Mixed Court to the Railway Station, and we hear there will soon be a good driveway to that station from that end of the settlement. When this is completed some steps should be taken to build a new bridge over Soochow Creek in place of the existing one bearing the name of the Chekiang Road.

U. S. GOVERNMENT AND THE MANILA RAILWAY CO.

The directors of the Manila Railway Company (Limited) in London were advised by cable from their representative at Washington that the United States Government decline to recognise any liability for payment of the interest guaranteed under the Spanish Concession. Detailed information promised by letter, was awaited.

NOT A BAD IDEA.

We hear that the Shanghai Fire Association, an organisation of Fire Insurance agents doing business in Shanghai, is moving against the proposal to tax Insurance Companies toward the upkeep of the Fire Brigade. Considering the amount of business done by these companies in Shanghai and the great protection given them by the present volunteer Fire Brigade, it seems paltry for them to object to the small tax proposed. The Fire Insurance Companies doing business in London are taxed, and the Country Council now has before it a proposal to increase this amount in view of the great annual expenditure needed to cope with the work of the Brigade. Surely here, with our purely mutual government, the reason for contributions is all the greater.

CUSTOMS DAIL.

The dance given by the Customs Club on Saturday night proved one of the most enjoyable of the season. There was a very large

number present, among them being representatives of the consular body and many prominent residents. The warmth of the evening added to the room made dancing rather tiring, but the pains taken by the M. C. and Committee obviated all avoidable faults. It was rumoured that the next and final large dance four weeks hence, will take the form of fancy dress, though the Committee has not definitely decided upon this course.

TIENTSIN NOTES.

We call the following paragraphs from the Peking and Tientsin Times:—
The Empress Dowager is becoming more and more enraged at the sympathy expressed for the Emperor.

The Viceroy and Governors in all the provinces have been ordered to recommend men in their districts qualified to act as generals. (This appears as if there are not many applicants for these posts, perhaps the reason will be found in the following paragraph appearing in the same paper a little lower down.)

It is stated that the reason General Yuan has done nothing with the Hsiao-fu Shantung is that the Empress Dowager warned him that should any disturbance arise from his suppression of the rioters he would be held responsible. With this pleasing prospect it is scarcely to be wondered at if he has remained quiescent.

The British Consul very wisely issued a circular on the 13th instant, cautioning the nationals against going into the Native City during the Feast of Lanterns festival, as owing to the excited state of the populace it was inadvisable to penetrate the crowded thoroughfares. The Chinese Authorities took the precaution too, of prohibiting the usual processions and ceremonies this year, and the feast has therefore virtually been unobserved, only a very limited display of lanterns being made.

The two officials recommended by Shui Tung as assistant instructors of the Heir Apparent are Tao Feng, Exponent of the Han-lin College, and Kao Keng-shu, Tso-tai of Shensi province.

The Provincial Treasurer of Chihli, Ting Chih, is evidently morbidly anti-foreign, as on coming here to pay his New Year's call he is stated to have called his subordinates together and enjoined on them not to read any newspapers, native or foreign, especially the very pernicious journals published in Tientsin! [How many are there? Only one foreign, our worthy contemporary!]

TOKYO HARBOUR.

The particulars of Mr. Furukichi's plan for the construction of a Tokyo harbour are published, apparently on good authority. The entrance would be at Haneda, and the port would take the form of a large canal, extending for a distance of 5 miles, to Shibaura. The dredgings would be used to reclaim the fore-shore and to construct an embankment for preventing silting. The depth of the canal is 27 feet at low water, and its width is 25 metres (75) so as to allow two vessels of from 1,500 to 3,000 tons to pass each other. A dock forms part of the plan, and from the centre of the canal to the dock, warehouses stand on the banks. Since the position of the canal would be on the shore side of the route now taken by junks and small steamers plying to Tokyo, there would be no obstacle to present traffic. The site of the dock is at Kanagawa, and there is ample provision for railway traffic. Ten years is the time estimated for the work. As for cost, the canal and dock are put down at 34 million yen and the other outlays at 15 millions, making a total of 49 millions. The method of financing is (1) loan bonds; (2) State aid; (3) sale of the reclaimed land, the area of which is put at 1,000,000 tobi and the value at 20 yen a tobi, giving a total of some twenty millions. State aid is counted on for 10 millions, and thus there would remain some 20 millions to be raised by loan. It is expected that this project will receive the approval of the City Council.—Japan Mail.

THE PASSING OF THOMAS ATKINS OF THE LINE.

So we've got to bid adieu, Tommy Atkins, unto you,

They cannot spare you with us any more, Tommy, isn't it a sell, since we've got along so well,

That they couldn't let us have a white-skinned corps? We've fought against Sepoy Jack—but, Tommy, he's a lack,

Of the swagger and the dash that's Thomas A's; And we're so well used to you, that we love you, —yes we do,

And appreciate your funny little ways. We shall miss your steady stride, and your good old soldier's side,

As you tramp from Tanglin down to Singapore! With your fine inflated chest, made to hold the very best

Brave old British heart that you are noted for. Yes—We'll miss the khaki suit, and the ammunition boot,

With its creak that one can hear for half a mile; And we'll miss your funny use of sikisha-man abuse,

You beggar—we shall miss you all the while. You're nothing of a saint, and I'm not sure that you mayn't

Have a special spice of devil deep inside; And we ought to be ashamed of the quality I've named,

Instead of its just filling us with pride. In the hero that you are; in the devil that you are.

In the humming fire-eaters we possess; Though when peace is in the air, with your spruce potted head on,

You're an ordinary civilian—save in dress. But I'm wandering away, from the object of my lay,

Though all I've said's intended to explain. How we're sorry, Tommy dear, that you are not staying here,

And we hope we'll soon have Atkins back again; But we'll keep a good warm spot for you, Tommy, he your lot

To dangle round a nursemaid or a Boer, (Curses, you'll be nothing to us, for you're just the man for both)

We'll remember you out here in Singapore. So farewell, Tommy Atkins—it's a good old sort you are

Farewell to you—you beggar—trusting it is a revival; Be it England, Home, and Beauty; or Africa and War;

Here's luck and love and everything from your friends in Singapore. JOSE CHINGCHINJOSS, in S.F. Press.

SHIPPING REPORTS.

Captain Bathurst of the steamship *Haitang*, from Amoy, reports:—Moderate N.E. wind and sea and dull hazy weather.

Captain S. Kawamura, of the steamship *Atsuke Maru*, from Moji, reports:—Fine weather and light breeze throughout the voyage.

Captain J. Kynock, of the steamship *Mausang*, from Java, reports:—Light to moderate, variable winds and fine weather to Philippines, thence N.E. wind and fine weather.

Captain W. H. Gibson, of the steamship *Ay*, from Kutchinotzu, reports:—Light variable winds and fine clear weather to China coast, whence strong to fresh monsoon and overcast.

NOTANDA.

CALENDAR.

Metereological notes based on ten years' observations to 1899.

Barometer 30.14
Thermometer 57.3
Humidity 79.0
Rainfall 1.76

TO-DAY.
WEATHER REPORT.
On date at 8 a.m. On date at 4 p.m.

Barometer 30.11 30.03
Temperature 67 70
Humidity 82 80
Rainfall 0 0

TO-DAY.
Thursday, 1st March, 1900.
Chinese—1st of 2nd moon of 26th year of Kwang-shi.

Sun—Rises 6hr. 23min.
Sets 6hr. 2min.
High water—Morning 10hr. 2min.
Afternoon 4hr. 37min.
Low water—Morning 4hr. 5min.
Afternoon 4hr. 28min.

ANNIVERSARIES.
1842—Surrender of Guanzu by Lieut.-Col. Palmer.
1862—Public Meeting decided to establish a Volunteer Corps.
1871—The German Army entered Paris.
1885—Bombardment of Chinese forts by French men-of-war.
1886—Chinese gunboat *Sai-tin* lost off Nam-chow.

1897—Gold Standard adopted by Japan.
1898—Chinese contract loan for £16,000,000 completed.

TO-MORROW.
Wednesday, 2nd March, 1900.
Chinese—2nd of 2nd moon of 26th year of Kwang-shi.

Sun—Rises 6hr. 22min.
Sets 6hr. 2min.
Moon—in Equator 7hr. 40min.
High water—Morning 10hr. 51min.
Afternoon 4hr. 29min.
Low water—Morning 4hr. 30min.
Afternoon 5hr. 3min.

ANNIVERSARIES.
1891—John Wesley died.
1841—Whampoa Island Battery carried.
1854—Death of the *Car Nicholas*.
1860—P. & O. steamer *Thames* ashore in Lyce-moon Pass.

1882—Attempted assassination of the Queen.
1896—British S.S. *Thames* lost on the Pescadore.
1897—Loss of the Dutch lines, *Utrecht* off Ushant.

1899—Italian Minister demands lease of Sam-nor Bay from Chinese Government.
1899—American commission left H.K. for Manila on U.S. *Baltimore*.

AGENDA.

Diocesan School, Term Commencement.
Cargo ex *Stallard* subject to rent.
8.30 for 9 p.m.—Regular Meeting of the Zealand Lodge.

TO-MORROW.
Noon—N. Y. N. steamer *Atsuke Maru*, leaves for Bombay via Colombo.
3 p.m.—Messrs. D. Sassoon & Co.'s steamer *Catherine Apley*, leaves for Calcutta.

I. C. S. steamer *Yungang*, leaves for Manila.
C. N. steamer *Sangkang*, leaves for Manila.
C. & O. steamer *Belgian King*, leaves for San Diego.

H.K.V.C. ORDERS.
5.30 p.m.—F. B. Company Drill, under the Adjutant, at Head Quarters.

SATURDAY, 3rd.
The Union Mining Company's call of \$1 to bear interest.

Noon—P. & O. steamer *Clyde*, with mails, leaves for Europe.
C. & M. steamer *Diamond*, leaves for Manila.
3 p.m.—The British India S. N. Co.'s steamer *Comorin*, leaves for Rangoon.

Eng'ish mail from Europe due.
9 p.m.—A. D. C. Yeoman of the Guard, at City Hall.

H.K.V.C. ORDERS.
3 p.m.—Commandant's Parade. All members should endeavour to attend. Rehearsal for General's Inspection of Corps.

SUNDAY, 4th.
Cargo ex *Java* subject to rent.

MONDAY, 5th.
Noon—C. N. steamer *Changsha*, leaves for Australia.

Noon—Hongkong and Kowloon Wharf and Godown Co., Ltd. Meeting of shareholders, at Company's office.
(About 5 P. M.) C. & O. steamer *Morven*, leaves for New York.

9 p.m.—A. D. C. Yeoman of the Guard, at City Hall.

TUESDAY, 6th.
O. S. steamer *Sarpedon*, leaves for London.
German Mail from Europe due.

WEDNESDAY, 7th.
C. N. steamer *Nanchang*, leaves for Tientsin.
O. S. Co's steamer *Natur*, leaves for Liverpool (direct).

Extraordinary meeting of the Hongkong Land Investment and Agency Company, Limited, at their offices.
China Navigation Co's steamer *Nanchang*, leaves for Tientsin.

St. David's Hall at City Hall by the R. Welch Fusillers.

3 p.m. Public sale of Crown Land at the offices P. W. D.

I. G. M. L. steamer *Bayern*, leaves for the Straits etc.

P. & O. steamer *Ceylon*, leaves for London.

THURSDAY, 8th.
Noon—U. S. Mail line *China*, leaves for San Francisco.

WEDNESDAY, 7th.
L. C. S. W. steamer *Mausang*, leaves for Sandakan (direct).

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Entertainment.

THEATRE ROYAL CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB
will give
TWO MORE PERFORMANCES

THE YEOMEN OF THE GUARD,

on
SATURDAY, the 3rd March, 1900,
Under the Distinguished Patronage of Their
Excellencies Sir HENRY BLAKE, G.C.M.G.,
and Lady BLAKE,
and on
MONDAY, the 5th March,
Positively the Last Performances.

Dress Circle..... \$3
Stalls..... 2
Pit..... 1
Half-price to the Pit for Soldiers, Sailors,
and Police in Uniform.

The Booking Office will be opened at the
CITY HALL, on TUESDAY, the 27th instant,
at 10 A.M.
Late Trains will run 1 hour after the fall of
the curtain.

H. C. NICOLLE,
Acting Manager,
Hongkong, 27th February, 1900. [243b]

Auction.

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown
Land by Public Auction, to be held at the
Office of the Public Works Department, on
WEDNESDAY,
the 7th day of March, 1900, at 3 P.M., are
published for general information.

By Command,
F. H. MAY,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 10th February, 1900. [243b]

Particulars of the letting by Public Auction
Sale, to be held on Wednesday, the 7th day of
March, 1900, at 3 P.M., at the Office of the
Public Works Department, by Order of His
Excellency the Governor, of One Lot of
CROWN LAND, in Victoria, in the Colony of
Hongkong, for a term of 75 years, with the
option of renewal at a CROWN RENT to be
fixed by the Surveyor of Her Majesty the
QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Area in Acres	Annual Rent	Upset Price
1	Wing Lok St. and Des Voeux Road.	0.25	\$100	\$100
2	Wing Lok St. and Des Voeux Road.	0.25	\$100	\$100
3	Wing Lok St. and Des Voeux Road.	0.25	\$100	\$100
4	Wing Lok St. and Des Voeux Road.	0.25	\$100	\$100
5	Wing Lok St. and Des Voeux Road.	0.25	\$100	\$100
6	Wing Lok St. and Des Voeux Road.	0.25	\$100	\$100
7	Wing Lok St. and Des Voeux Road.	0.25	\$100	\$100
8	Wing Lok St. and Des Voeux Road.	0.25	\$100	\$100
9	Wing Lok St. and Des Voeux Road.	0.25	\$100	\$100
10	Wing Lok St. and Des Voeux Road.	0.25	\$100	\$100

For Sale.

PARTIAL DECKED CENTRE BOARD YACHT "GEMMA." Length over all 27' 6". Water Line 17' 3". Beam 5'. All Lead Ballast. At present in cruising order. For Particulars, apply to

Hongkong, 26th January, 1900. [16b]

JAPANESE CURIOS.

JUST RECEIVED.

OIL PAINTED AND EMBROIDERED SCREENS, LACQUERED BOXES,
And Several Kinds of
PHOTOGRAPH FRAMES
at
MODERATE PRICES.

D. NOMA,
No. 12, Becclesfield Arcade,
Opposite the City Hall.
Hongkong, 18th January, 1900. [41]

To be Let.

"HARFORD." MAGAZINE GAP.

GROUND FLOOR, 52, PEAR STREET,
No. 4, RIFON TERRACE.
"THE RETREAT."—MOUNT KELLET.
Apply to

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 27th February, 1900. [12]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 28th May, 1895. [30]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1900.

NOTICE.

THE Undermentioned Vessels will sail from
CHINA DIRECT
FOR
MARSEILLES, PLYMOUTH,
AND
LONDON.

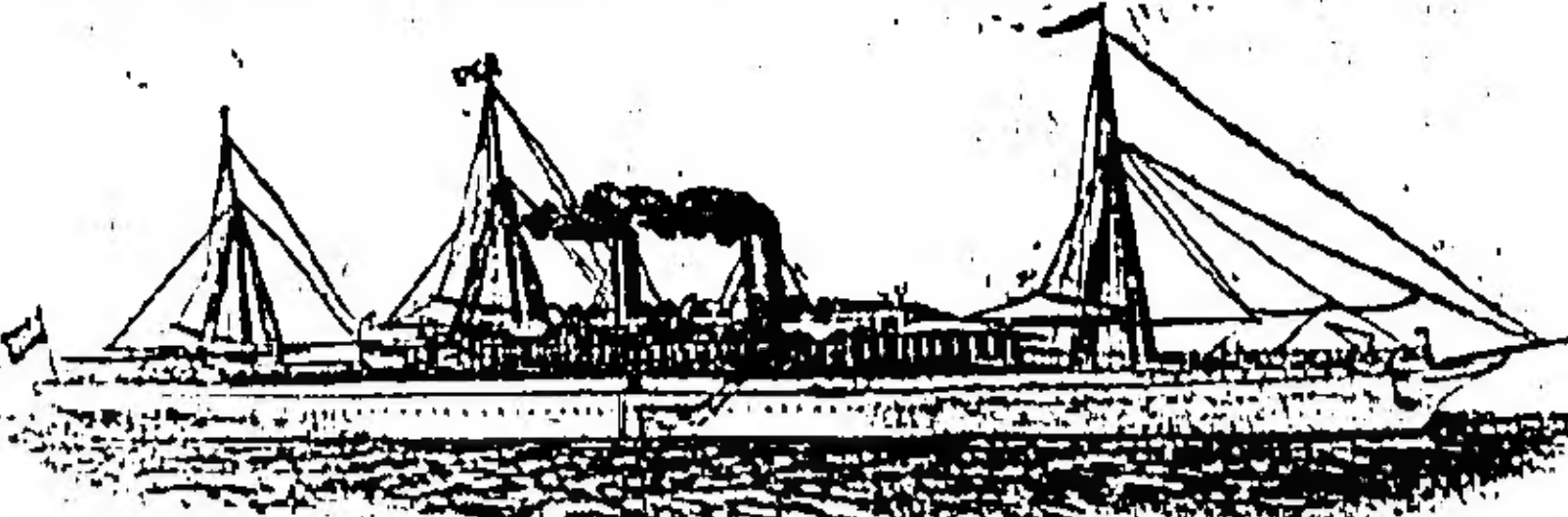
WITHOUT TRANSITMENT.

For Freight or Passage, apply to
H. A. RITCHIE,
Superintendent, Hongkong.

4th December, 1899. [23]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 14th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 4th April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 25th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD: Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CABS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Polder's Street, L3
Hongkong, 14th February, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King ... 1,379 ... Friday ... Mar. 2
Thyria ... 1,406 ... Friday ... Mar. 7
Lady Joly ... 1,406 ... about ... Mar. 31

THE Steamship
"BELGIAN KING,"
will be despatched for SAN DIEGO and
SAN FRANCISCO, VIA KOBE, YOKO-
HAMA and HONOLULU, TO-MORROW,
the 2nd March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 28th February, 1900. [28]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. and TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Goodwin ... 1,421 ... A. Jackson ... Mar. 15
Olympia ... 2,837 ... J. Truebridge ... Mar. 31
Glenzie ... 3,750 ... W. Frakes ... April 24

Also
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Nonmouthshire ... 2,874 ... W. A. Evans ... Mar. 1
Columbia ... 2,976 ... T. H. Dobson ... April 1

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.
Excellent accommodation. First-class Tables. Doctor and Stewardess carried.

HONGKONG TO NEW YORK £46.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK, route. Passengers to EUROPE may proceed by one of the first-class ATLANTIC-MAIL LINES.

HONGKONG TO TACOMA £28.
Rates or Passage to other points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents,
Hongkong, 24th February, 1900. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship
"GLYDE,"
Captain E. Street, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 3rd March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer, proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent,
Hongkong, 17th February, 1900. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 10th Mar. ... at Noon.

Copli (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 5th April, ... at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 1st May, ... at Noon.

THE Company's Steamship

"DORIC,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 20th March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.
S. VAN BUREN, Agent,
Hongkong, 15th February, 1900. [2]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE MARU ... S. Kawamura	BOMBAY, via SINGAPORE and COLOMBO	TO-MORROW, 2nd March, at Noon.
KANAGAWA MARU ... J. Mackenzie	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 9th March, at Daylight.
*RIJUN MARU ... J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOI, KORE and YOKOHAMA	SATURDAY, 10th March, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 24th February, 1900. [6]

NORDEUTSCHER LLOYD.



HAMBURG-AMERIKA LINE.

(Freight Service.)
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SAVOIA ... Jager	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	16th March, Freight and Passage
ASTORIA ... Hildebrandt	NEW YORK (via SUEZ CANAL)	About 25th March, Freight
SAXONIA ... Krech	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	About 31st March, Freight
*HEIDELBERG ... Zachariac	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	About 6th April, Freight and Passage
SHIRAZ ... Braun	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	About 20th April, Freight and Passage

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

27] **TOYO KISEN KAISHA.**

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Tuesday, 20th March, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Saturday, 14th April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Tuesday, 8th May, at Noon.

THE Steamship

"NIPPON MARU,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 20th March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN, Agent,
Hongkong, 15th February, 1900. [7]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*ALGOA (via Moji, Kobe and Yokohama) ... Tuesday, 13th March, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 3rd March, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 27th March, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 21st April, at Noon.

(Taking Cargo only.)

THE U.S. Mail Chartered Steamship

"ALGOA,"
will be despatched for SAN FRANCISCO, via MOJI, KOBE and YOKOHAMA, on TUESDAY, the 13th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.
J. S. VAN

The Share Market.

LATEST QUOTATIONS.

(March 1st.)

Companies	Paid up Capital	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	113 3/4 premium
The Bank of China & Japan, Limited (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	11 buyers
The Bank of China & Japan, Limited (Deferred)	£ 1	15 1/2 buyers
National Bank of China, Ltd.	£ 8	26
Do. Founders	£ 1	20
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$230 sales
China Traders' Ins. Co., Ltd.	\$ 25	\$56
North China Ins. Co., Ltd.	£ 25	11s. 180
Yantai Ins. Assoc. Ltd.	\$ 60	\$125
Canton Ins. Office, Ltd.	\$ 50	\$130
Strait Ins. Co., Ltd.	\$ 20	\$2
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$318 ex div.
China Fire Ins. Co., Ltd.	\$ 20	\$89 1/2
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$29 1/2
Indo-China Steam Navigation Co., Ltd.	£ 10	\$88
China & Manila S.S. Co., Ltd.	\$ 50	\$100
Douglas Steamship Co., Ltd.	\$ 50	\$49
China Mutual S. N. Co., Ltd. (Preference)	£ 10	10 to 10 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	10 to 10
China Mutual S. N. Co., Ltd. (Deferred)	£ 5	15
Star Ferry Co., Ltd.	£ 5	\$18 1/2
"Shell" Transport & Trading Co., Ltd.	£ 100	\$460
Refineries.		
China Sugar Refining Co., Ltd.	\$ 100	\$135
Luen Sugar Refining Co., Ltd.	\$ 100	\$47
Mining.		
Punjom Mining Co., Ltd.	\$ 5	\$6 1/2
Punjom Mining Co., Ltd. Preference Shares	\$ 1	\$1.40
Société Française des Charbonnages du Tonkin	Fcs. 250	\$350
Queen Mines, Ltd.	25 cts.	\$0.27
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$13 1/2
Raub Allain Gold Mining Co., Ltd.	15s. 10d.	\$62 1/2
Olivers Freshold Mines, Ltd.	\$ 5	\$5 1/2
Olivers Freshold Mines, Ltd. B	\$ 4	\$4.90
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	\$1
Do. (Preference)	\$ 1	\$0.40
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	\$05 ex div.
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$86
Wanchai Warehouse & Storage Co., Ltd.	\$ 7 1/2	\$44
New Amoy Dock Co., Ltd.	\$ 6	\$20 1/2
Land, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$0.50
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$123
Kowloon Land and Building Co., Ltd.	\$ 30	\$26
West Point Building Co., Ltd.	\$ 50	\$44
Hongkong Hotel Co., Ltd.	\$ 50	\$126
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$9
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$38
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 60
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 73
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 400
Yahlong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 55
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$28 1/2
China-Borneo Cement Co., Ltd.	\$ 15	\$68
A. S. Watson & Co., Limited	\$ 10	\$16 1/2
Watkins, Limited	\$ 10	\$11
Hongkong Electric Co., Limited	\$ 10	\$12 1/2
Hongkong Electric Co., Limited	\$ 1	\$2.25
Gas Co., Ltd.	£ 10	\$135
Hongkong Rope Works Co., Ltd.	\$ 30	\$350
Geo. Fenwick & Co., Ltd.	\$ 25	\$11 1/2
H'kong Ice Co., Ltd.	\$ 25	\$167
H'kong High-Level Tramways Co., Ltd.	\$100	\$155
Dairy Farm Co., Ltd.	\$ 5	\$6
Hongkong and China Bakery Co., Ltd.	\$ 50	\$25
Campbell, Moore and Co., Ltd.	\$ 10	\$16
Bell's Asbestos East-ern Agency Ltd.	£ 1	11 nominal
United Asbestos Oriental Agcy., Ltd.	\$ 4	\$5
United Asbestos Oriental Agcy., Ltd.	\$ 10	\$10
Carmichael & Co., Ltd.	\$ 5	\$8
Tobacco Planting Co., Ltd.	\$ 5	\$5
Tobacco Planting Co., Ltd.	\$ 4	\$4

VISITORS AT THE HONGKONG HOTEL.

Aitken, Mr. J. H.	Lambie, Mrs. J. E.
Aldis, Mr. O. W.	child and amah
Aldis, Mr. O. F.	Leggatt, Mr. E. C.
Angier, Mr. and Mrs. A. G.	Lucy, Mr. E.
Angus, Mrs. John	Lucy, Mr. E.
Barber, Mr. W. S.	MacGowan, Mr. R. J.
Barlow, Mr. J. N.	MacGowan, Miss
Bartlett, Mr. J. F. N.	Macmillan, Mr. A. C.
Berger, Mr. S. M.	Mayston, Mr. J. Y.
Blackburn, Com. R. N.	McLeod, Mr. & Mrs. E.
Bottenheim, Mr. and Mrs. A. H.	Messer, Mr. T. S.
Brandt, Mr. C.	Moses, Misses (2)
Brewer, Miss M. D.	Murphy, Mr. E. O.
Brooks, Mr. Franklin	Myer, Mr. A. H.
Brooks, Mrs. F. W.	Neipor, Mr. Van
Brown, Mr. and Mrs. D. E.	Nicholson, Mr. H. A.
Buckingham, Mr. J. C.	O'Neill, Mr. J. J.
Burgdorf, Mr. T. F.	Parfitt, Mr. W.
Burghard, Mr. G.	Platt, Mr. Ralph
Burrell, Mrs. A.	Potter, Mr. E. C.
Butler, Mr. and Mrs. H. E.	Poulter, Mr. M.
Butler, Miss B.	Ray, Mrs. J. L.
Byron, Mr. J. C.	Reeves, Mr. E.
Carter, Mr. H. B.	Rice, Mr. and Mrs.
Cass, Mrs. F.	Richardson, Mr. G. E.
Clark, Dr. and Mrs. F.	Robins, Mr. S. J.
Crady, Mr. W. P.	Rolph, Mr. R. T.
Danford, Mrs. E. C.	Rothwick, Mr. H. J.
Dawson, Comdr. and Mrs. Pusey	Ross, Miss
Delbecq, Mr. & Mrs. Denoch, Mr. P. C.	Ryan, R.A.M.C., Lt.
Dinwiddie, Mr. G.	Sears, Mrs. W. J.
Drum, Mr. R. More	Sharp, Mr. & Mrs. E. H.
Earnshaw, Mr. & Mrs. Earnshaw, Dr. & Mrs.	Simulins, Mr. H.
Eldridge, Mrs. T. H.	Smythe, Mr. A. J.
Finlay, Mr. A. J.	Hamilton
Finley, Mr. A. J.	Stewart, Mr. E. H.
Gillingham, Mr. A. W.	Sugitani, Mr. Y.
Glendinning, Mr. H.	Taylor, Mr. B.
Glover, Mrs. G.	Torrens, Mr. G.
Goddard, Capt.	Turner, Mr. & Mrs. W.
Gracey, Mr. S. P.	Waghorn, Mr. H. S.
Griffin, Major and Mrs. Hall, Mr. J.	Waghorn, Mr. G.
Haensch, Mr. B. F.	Wallingford, Mr. & Mrs.
Halsey, Mr. and Mrs. H. H.	Warfield, Mr. and Mrs.
Hosking, Mr. P.	Watney, Mrs. Claude
Howard, Mr. T.	and maid
Hudson, Mr. C. J.	Whaley, Mr. & Mrs. W.
Hudson, Mr. E. P.	Whaley, Miss
Jackson, Mr. W.	Whaley, Mr. W. J. G.
James, Miss	Whitlow, Mr. and Mrs.
Jeffrey, Major & Mrs. Joseph, Mr. and Mrs.	Wild, Mr. and Mrs.
Kasson, Mr. E. A.	Yong, Mr. J.
Kingdon, Mr. & Mrs. Langdon, Mr. & Mrs.	Zuniga, Mr. J. M. de

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. Andrew	John, Major G. R. St.
Brown, Colonel	Lee, Mr. E.
Bure, Mr. P.	Martin, Mr. R.
Carrington, Sir John W.	Mitchell, Mr. R.
Clarke, Capt. and Mrs. A. C.	Mounsey, Mr. and Mrs.
Dann, Mr. C. H.	O'Connell, Mr. J. A.
Davies, Mr. W.	Pellock, Hon. H. E.
Dow, Mr. P.	Prynn, Capt. H. V.
Druze, Mr. F. J. Haver	Rumsey, Comdr. R. M.
Ezekiel, Mr. J. S.	Sinclair, Mr. A.
Forbes, Mr. A.	Smith, Mr. Albert
Fraser, Lt.-Col. A. R.	Smith, Mr. A. Findlay
Gomez, Mr. H. H.	Stokes, Mr. A. G.
Gorges, Colonel E. H.	Taylor, Mr. & Mrs. J.
Graham, Mr. D. M.	Thomson, Mr. O. D.
Gros, Mr. Edward F.	Wardwell, Misses (2)
Hays, Mr. J.	Wardwell, Miss
Inchbald, Mr. Chantrey	Wheeler, Mr. G. H.
Jacob, Mr. F. B.	

CRAGIEBURN.

Casal, Madame	Penney, Miss
Dowler, Mrs. H. G.	Rice, Mrs. Albert Smith
Filion, Mr. W. A.	Rice, Miss Ellen A.
Flynn, R. N. Rev. F.	Simmonds, Mrs. R. A.
Johnson, Rev. F. T.	Snow, Lt. C. F. U.S.N.
Johnson, Mr. R. F.	Snow, Mrs. C. F. and daughter
Miller, Mrs. M. J.	Villeneuve, Mr. M. de
Miller, Miss Maud	Volpicelli, Consul
Miller, Miss Carolina	Volpicelli, Madame
Miller, Miss Julia	Wright, Mrs.
Ossorio, Mrs. F. P. and daughter	

EXCHANGE.

Hongkong, 1st March.	
ON LONDON, Telegraphic Transfer	111 1/2
"Bank Bills on demand	111 1/2
Credit, 3 months' sight	111 1/2
"4 months' sight	111 1/2
ON BERLIN, (demand)	M. 1.093
ON PARIS, Bank Bills on demand	2.50
Credit, 3 months' sight	2.50
ON NEW YORK, Bank Bills on demand	47 1/2
Credit, 30 days' sight	48 1/2
ON HONKAI, Telegraphic Transfer	144 1/2
ON SHANGHAI, Telegraphic Transfer	72.00
Private, 30 days' sight	73 1/2
ON YOKOHAMA, T.T.	41 per cent. prem.
Credit, 3 months' sight	41 1/2
Gold Loan 100 touch, per cent.	53 3/4
Gold Silver	27 1/2
Dollars	3 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 1st March.	
New Putna	99 1/2 per chest
New Benares	1,000
New Malwa	960 per picul
Old Malwa	970/980
Persian, Oily, cash	640
Persian, pressed	860/865

VESSELS IN PORT.

Steamers.	
AMARA, British steamer, 1,566, J. C. Matlock, 25th Feb., Surabaya 15th Feb., Sugar.	Jardine, Matheson & Co.
ARAB, British steamer, 2,674, N. K. Wells, 25th Feb., Nagasaki 21st Feb., General.	Dodwell & Co., Ltd.
BAKU STANDARD, British steamer, 5,000, H. Tucker, 22nd Feb., Shanghai 18th Feb., Ballast.	Meyer & Co.
CATHERINE APCAR, British steamer, 1,730, J. G. Olfert, 23rd Feb., Calcutta 23rd Feb., Penang and Singapore 17th, General.	David Sassoon, Sons & Co.
CHINA, American steamer, 3,187, D. E. Fricke, 22nd Feb., San Francisco 24th Jan., and Shanghai 19th Feb., Mails and General.	P. & S. S. Co.
CHINGTU, British steamer, 1,459, J. Williams, 26th Feb., Sydney 30th Jan., and Manila 23rd Feb., General.	Butterfield & Swire.

CITY OF LONDON, British steamer, 2,056, R. W. Scarff, 28th Feb., Saigon 24th Feb., Rice.	Dodwell & Co., Ltd.
DAFNE, German steamer, 1,292, Th. Nissen, 31st Dec., Kuching 26th Dec., Coal.	Siemssen & Co.
DIAMANTE, British steamer, 1,235, C. T. Blackland, 27th Feb., Manila 24th Feb., General.	Shewan, Tomes & Co.
EMPEROR OF JAPAN, British steamer, 5,904, G. A. Lee, R.N.R., 24th Feb., Vancouver 22nd Feb., and Shanghai 22nd Feb., Mails and General.	C. P. R. Co.
FAUSANG, British steamer, 1,410, T. A. Mitchell, 24th Feb., Java 14th Feb., Sugar.	Jardine, Matheson & Co.
GERMANIA, German steamer, 1,174, A. Möller, 10th Feb., Java 10th Jan., Sugar.	Jebben & Co.
GLENFALLOCH, British steamer, 1,434, Peters, 28th Feb., Singapore 22nd Feb., General.	—Joo Tek Sing.
HAILAN, French steamer, 377, Pannier, 24th Feb., Pakhoi 23rd Feb., General.	A. R. Marty.
HONGKONG, French steamer, 730, Bastian, 27th Feb., Haiphong and Hoihow 26th Dec., General.	A. R. Marty.
ICHANG, British steamer, 1,240, Jones, 26th Feb., Bangkok 19th Feb., Rice.	Butterfield & Swire.
KEONG WAI, British steamer, 1,115, T. W. Groves, 25th Feb., Bangkok 18th Feb., Rice and General.	Yuen Fat Hong.
KUTSANG, British steamer, 1,495, R. C. D. Bradley, 23rd Feb., Java 13th Feb., Sugar.	Jardine, Matheson & Co.
LOYAL, German steamer, 1,237, Lorenzen, 21st Feb., Canton 21st Feb., Ballast.	Sander, Wieler & Co.
MAIDZUUBU MARU, Japanese steamer, 667, T. OGURA, 28th Feb., Swatow 27th Feb., General.	—Order.
PETRARCH, German steamer, 1,558, H. Uecker, 26th Feb., Singapore 17th Feb., Timber.	Sander, Wieler & Co.
PROGRESS, German steamer, 687, P. Brandt, 26th Feb., Saigon 21st Feb., Rice.	Chinese.
PROSPERITY, British steamer, 1,390, W. Mackay, 25th Feb., Saigon 20th Feb., Rice.	—Leung Sing Steamship Co.
PROSITY, Norwegian steamer, 750, Thorsten, 3rd Feb., Sourabaya 23rd Jan., Sugar.	Geo. R. Stevens & Co.
QUARTER, German steamer, 1,444, H. Johansson, 25th Feb., Saigon 20th Feb., Rice and Flour.	Sander, Wieler & Co.
QUEEN ADELAIDE, British steamer, 1,835, M. Nair, 19th Feb., Tacoma and Kobe 14th Feb., General.	Dodwell & Co., Ltd.
RELIEF, American transport, 3,000, Frank Harding, 13th Feb., Manila 10th Feb., Flour and Matches.	—Order.
RIQUIN MARU, Japanese steamer, 1,972, J. W. Ekstrand, 27th Feb., Kobe 22nd Feb., Flour and Matches.	—Order.
ROSETTA, British steamer, 2,300, C. C. Talbot, 25th Feb., Saigon 20th Feb., Rice.	—Sander, Wieler & Co.
SARINE RICKMERS, British steamer, 690, J. R. Naber, R.N.R., 20th Feb., Bangkok 13th Feb., General.	Arnhold, Karberg & Co.
SUNGKANG, British steamer, 1,021, S. W. Moore, 27th Feb., Manila 24th Feb., General.	Butterfield & Swire.
TELENA, British steamer, 1,214, T. G. Scott, 21st Feb., Moji 16th Feb., Coal.	Arnhold, Karberg & Co.
TETARTOS, German steamer, 1,578, T. Dester, 27th Feb., Saigon 22nd Feb., Rice.	Siemssen & Co.
THALES, British steamer, 870, W. Passmore, 28th Feb., Taiwan 24th Feb., Amoy 26th, and Swatow 27th, General.	Douglas, Laprak & Co.
THYRA, Norwegian steamer, 2,420, J. D. Edvardsen, 26th Feb., San Diego 7th Jan., Flour and Coal.	Butterfield & Swire.
TOYO MARU, Japanese steamer, 1,548, K. Sakai, 28th Feb., Moji 22nd Feb., Coal.	—Order.
TRITOS, German steamer, 1,053, P. Lassen, 25th Feb., Saigon 19th Feb., Rice.	Siemssen & Co.
VICTORIA, American steamer, 1,992, John Pantan, 29th Jan., Manila 26th Jan., Ballast.	Dodwell & Co., Ltd.
WONG-TO, British steamer, 1,115, R. B. Brooker, 27th Feb., Bangkok 20th Feb., Rice.	Yuen Fat Hong.
YUENSANG, British steamer, 1,128, P. Rolfe, R.N.R., 26th Feb., Manila 24th Feb., General.	Jardine, Matheson & Co.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.	
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 35 guns, 9,500 h.p., Captain Jakovlevitch Nagasaki.	
Albatross, Russian gunboat, 510 tons, 8 guns, 1,200 h.p., Captain Biskis, at Nagasaki.	
Dimitri Donaskoff, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.	
Gaidar, Russian gunboat, 400 tons, twin screw, 15 guns, 3,500 h.p., Capt. Serebrennikoff, at Nagasaki.	
Gromoslavsk, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Mikheevsk, at Nagasaki.	
Korvet, Russian cruiser, 1,200 tons, 9 guns, 2,500 h.p., Capt. Sillmann, at Nagasaki.	
Mandour, Russian cruiser, 1,212 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.	
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.	
Nayadinsk, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.	
Otawany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coplanoff, at Nagasaki.	
Rossia, Russian armoured cruiser, 12,000 tons, 22 guns, 14,500 h.p., Capt. Demoziroff, at Nagasaki.	
Rochaynik, Russian cruiser, 1,330 tons, Capt. Komaroff, Manila.	
Rurik, Russian flag-ship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 15,500 h.p., Capt. Haupt, at Nagasaki.	
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.	
Sissol Villy, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Nagasaki.	
Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,500 h.p., Capt. Soubarin, at Nagasaki.	
Vladimir Holomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Nagasaki.	
Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.	
Vsadrnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Krogulit, at Nagasaki.	
Zabinka, Russian cruiser, 1,230 tons, 20 guns, 3,000 h.p., Capt. Shkruff, at Nagasaki.	
(1st and 2nd class.)	
Forl, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
Janitchik, Russian torpedo boat, 87 tons, 4 guns, 670 h.p., 19 knots.	
Nargen, Russian torpedo boat, 85 tons, 4 guns, 2,200 h.p., 22 knots.	
Novorossia, Russian torpedo boat, 87 tons, 4 guns, 2,070 h.p., 22 knots.	
Podmosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
Sistk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
Skorpio, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
Sootezhnik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.	
Sterlish, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
Strutsa, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.	
RUSSIAN TORPEDO FLOTILLA.	
(SEA GOING.)	
Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.	
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.	
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.	
† Flagship of Vice-Admiral Alexieff.	
† Flagship of Rear-Admiral F. V. Dubosoff.	
† Flagship of Rear-Admiral Renouff.	

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, March 1st, 1900.

Alacrity, despatch-vessel, 1,700 tons, 10 6-p. q.t. guns, 3,000 h.p., Commander A. H. Smith-Dorrien, Hongkong.

Albatross, 2nd class cruiser, 5,600 tons, 11 6-p. guns, 11,000 h.p., Capt. H. A. Slade, Hongkong.

Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Hongkong.

Bayly, 1st class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain H. S. C. J. Colville, C.B., en route Wei-hai-wei.

Bonaventure, 2nd class cruiser, 4,500 tons, 18 guns, 9,000 h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Shanghai.

Brisk, British cruiser, 1,270 tons, 6 guns, 5,600 h.p., Capt. R. B. S. Wrey, Hongkong.

Centurion, British battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Hongkong.

Daphne, sloop, 1,142 tons, 5 guns, 3,000 h.p., Comdr. C. W. W. Ingram, Hankow.

Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.

Est, coast defence gunboat, 365 tons, 3 guns, 200 h.p., Lieut. Comdr. C. Chadwick, Ichang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 4 6-p. q.t. guns, 1,500 h.p., Lieut. Com. W. J. Keyes, Hongkong.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.

Hermione, British cruiser, 4,360 tons, Capt. R. S. C. Cumming, Hongkong.

Humber, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Hongkong.

Isphigienia, 2nd class cruiser, 1,600 tons, 12 guns, 7,000 h.p., Capt. H. N. Dudding, Singapore.

Linnæ, gun-vessel, 756 tons, 2 heavy guns, 6-pounders, 870 h.p., Commander W. V. Smythe, Wuchow.